



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

BOOK DEPARTMENT

NOTES

Alston, L. *Education and Citizenship in India.* Pp. ix, 222. Price, \$1.25. New York: Longmans, Green & Co., 1910.

Balch, E. G. *Our Slavic Fellow Citizens.* Pp. xix, 536. Price, \$2.50. New York: Charities Publication Committee, 1910.

Crosby, O. T. *Strikes.* Pp. vi, 202. Price, \$1.25. New York: G. P. Putnam's Sons, 1910.

The author aims to deal with labor problems in an impartial manner. After analyzing the various forms of strikes, the author insists that strikes are only justified in the case of corporations with large earnings apparently overlooking the fact that corporation accounting is an art as well as a science. The philosophy underlying the book is that of a contented man. Strikes should occur only when arbitration has been found to be impossible; and the unions should hold their leaders to a policy of wise and conservative action. The desire of the author is the commendable one of trying to convince both employers and employees of the wisdom of more deliberate and rational action in dealing with labor disputes.

Davis, C. G. *The Philosophy of Life.* Pp. 128. Price, \$1.00. Chicago: D. D. Publishing Company, 1910.

The world is still earnestly seeking an effective life philosophy and the author has made one more attempt to supply the deficiency. It is both unusual and encouraging to read from the pen of a doctor of medicine such cordial commendations of New Thought. The author presents nothing unusual in his book but restates in a brief and popular way the principles arising out of the concept that civilization consists in an evolution from the physical to the psychic and that while it is at present impossible to eliminate the physical, the ideal end of existence is psychic.

Dawbarn, C. Y. C. *The Social Contract.* Pp. xii, 152. Price, \$1.25. New York: Longmans, Green & Co., 1910.

Dewe, J. A. *Psychology of Politics and History.* Pp. 269. Price, \$1.55. New York: Longmans, Green & Co., 1910.

There is no well worked out plan in this book. The claims are in turn too small and too great. It is a surprise to read that Christianity was the consistent foe of slavery and class distinctions; that as Christianity spreads "we find everywhere rising the peasant proprietor;" that Christianity has brought about "the partnership of capital and labor;" that local government and all free government are due to Christianity, and that the Church should

be "an independent spiritual power" "capable of restraining the actions of government." On the other hand the author gives no intimation that the Church has had any influence in the development of our ideas of sovereignty and there is not a line to show its influence on our constitutional development through Calvinism. These comments on the discussion of the influence of the Church upon the state show the character of the work. It is uncritical, unsystematic and inaccurate.

Dock, Lavinia L. *Hygiene and Morality.* Pp. v, 200. Price, \$1.25. New York: G. P. Putnam's Sons, 1910.

For years the problem of social disease has been whispered about in dark places; the time has apparently come when it will be cried out from the house tops. "Hygiene and Morality" is a painstaking discussion of venereal disease as a social problem. The author, a nurse by profession, has based her work on thorough study, but has nevertheless succeeded in presenting her material in a form easily accessible to the lay mind. The first part of the book deals with the medical aspects of venereal disease, the second with prostitution as the chief means of spreading and perpetuating venereal disease, and the third part with the methods of prevention. Publicly licensed prostitution is described as a menace while at the same time ineffective as a social reform. The true remedy lies in a thorough-going education in sex morality and hygiene beginning in the home and continued through the elementary and secondary schools. The book stands alone in filling a long-felt need and should commend itself to the attention of parents and educational authorities everywhere.

Ficklen, J. R. *History of Reconstruction in Louisiana.* Pp. lx, 234. Baltimore: Johns Hopkins Press, 1910.

Pierce Butler of Tulane University states that "For more than a decade before his death Professor Ficklen had been carefully collecting and digesting the materials for a history of the reconstruction period in Louisiana." Professor Ficklen performed his task well. It is clear and concise in statement without the color of partisanship, although the author in his preface states that he does not expect nor wish to produce a "colorless narrative." In eleven chapters he discusses: Ante-Bellum History in Louisiana, Butler's Administration, Bank's Administration—1862—Reconstruction under the Presidential Plan, The Convention of 1864, Government during the War, Reconstruction in Louisiana under President Johnson, the So-called Riot of July 30, 1866, The Reconstruction Acts, 1866, 1867, Restoration of Louisiana to the Union, Party Organization, Massacre of 1868, and the Presidential Elections. The references in the footnotes are voluminous and comprehensive.

Greene, M. Louise. *Among School Gardens.* Pp. xv, 388. Price, \$1.25. New York: Charities Publication Committee, 1910.

The primary object of the book is a discussion of the place of gardening in a school curriculum. The author describes in detail the evolution of the school garden, the various kinds of gardens, the cost of equipment, planning and planting, care of the garden and the harvesting of crops. She also includes an excellent chapter on soil fertility. While the book is of peculiar

value to those interested in school gardens, it contains material of interest for any amateur gardener, for the discussions of weeds and insects are able, the material which they contain is the best, and the illustrations throughout are excellent. The work is thorough and painstaking, and should commend itself to the careful consideration of school authorities everywhere.

Hamilton, John J. *The Dethronement of the City Boss.* Pp. 285. Price, \$1.20. New York: Funk and Wagnalls Company, 1910.

Its timeliness assures this book a wide reading. It includes an explanation of the benefits of commission government by one familiar with its workings in Des Moines, a discussion of the modifications in force in other American cities and a set of valuable appendices of documents showing the forms of charters used in the recent advanced provisions adopted and the decisions of the courts as to the constitutionality of the "plan." The discussion deals primarily with Des Moines. Mr. Hamilton is an enthusiast. It must be admitted that his arguments occasionally prompt the reader to think that he looks upon commission government as a panacea which will destroy partisanship, make city elections turn on issues and in general prepare the municipal millennium.

Hazen, C. D. *Europe since 1815.* Pp. xxv, 830. Price, \$3.00. New York: Henry Holt & Co., 1910.

Hicks, R. D. *Stoic and Epicurean.* Pp. xix, 412. Price, \$1.50. New York: Charles Scribner's Sons, 1910.

The literature of general philosophy, is much to be enriched by the series of which this volume is the first to appear. There is no attempt to present all that is known about the schools treated but the emphasis is placed upon the characteristic contributions made by each. Mr. Hicks brings out instructive contrasts and even more interesting similarities between the two apparently antagonistic schools which he discusses. Both sought the same goal, both emphasized practice rather than theory, both were reactions against a too refined intellectualism. Their vogue was assured by the events which placed Rome rather than Greece as the leader of the world. Mr. Hicks has relied mainly on the sources, and remembering the scantiness of the material it must be said that he has been able to piece together a most satisfactory exposition. An excellent chronological table and a select bibliography are appended.

Irvine, A. *From the Bottom Up.* Pp. x, 304. Price, \$1.50. New York: Doubleday, Page & Co., 1910.

From the moment when Alexander Irvine begins life in a dilapidated mud-floor Irish cabin until he steps into the Church of the Ascension in New York, as a lay reader, his story is full of the most compelling interest. Mr. Irvine started at the bottom. As his family was poor, so were his neighbors, and from earliest youth he sold papers, ran errands and eked out the family income as he could. Later as a soldier, laborer, miner, magazine writer, preacher, lecturer and author, he has gradually developed the fund of Irish humor and native intellect which have proven so great an asset in his work.

The autobiography is well written. The incidents of his life are told concisely and in a most impressive manner. The whole story would seem to be an indictment of freedom and liberty as found in America to-day. From the book it would appear that Mr. Irvine has been driven from the Church, because he believed and said that he believed in the application of the theory of human brotherhood to American life. His story is certainly the story of a brave man, inspiring to a degree and full of hope for the coming generation.

Jenks, J. W. *Governmental Action for Social Welfare*. Pp. xvi, 226. Price, \$1.00. New York: Macmillan Company, 1910.

Johnson, R. *The Story of the Constitution of the United States*. Pp. 284. Price, \$1.00. New York: Wessels and Bissell Company, 1910.

About one-third of this volume is composed of quotations or summary of historical documents. About one-sixth is an appendix. The remaining pages are given to a narrative based entirely on secondary sources. The statement of fact is clear and generally exact, but in arrangement of material much improvement could be made. The discussion of the sources of the constitution, for example, is placed just before the conclusion. In matters of criticism, however, Mr. Johnson shows lack of familiarity with political philosophy and with the actual workings of government. Most of us would probably dissent when it is declared that "the veto power is a remnant of kingly prerogative for which there is no logical excuse in a republic," but whatever the opinion on this point there is even less room for doubt when we see it declared that "the truth is for every instance in which our . . . executives have used the veto wisely, there are a dozen in which it has been wielded dishonestly."

Johnston, A. *History of American Politics*. Pp. xiv, 445. Price, 90 cents. New York: Henry Holt & Co., 1910.

A new edition of Johnston's "History of American Politics" has just appeared and brings this invaluable summary of our national policy up to March 4, 1909. The impartiality and succinct statement which have always characterized this little book are still its chief features, and Professor Daniels who has continued the compilation, is to be congratulated upon his success in keeping up that high standard which has rendered the booklet well nigh indispensable in its field.

Lafargue, Paul. *Evolution of Property*. Pp. 160. Chicago: Charles H. Kerr & Co., 1910.

Writing in a concise, popular vein, Paul Lafargue has most effectively presented his concept of the evolution of property from primitive communism through family collectivism and feudal property to modern capitalism. He shows conclusively that capitalism is a new concept and that capitalistic property as such has been a reality only during the nineteenth century. While some of the statements in the book are extreme, and ill-considered, no more interesting and attractive statement of the subject could be desired.

Lloyd, H. D. *Men, the Workers.* Pp. viii, 280. Price, \$1.50. New York: Doubleday, Page & Co., 1909.

"The workmen are often wrong, but theirs is always the right side." Such is the simple judgment of the ethics of the industrial struggle that runs through this collection of addresses made by Mr. Lloyd at various times from 1889 to 1903. Those who knew the author will not expect to find here the calm statement of scientific fact, but rather the impassioned pleading of the advocate whose heart is in his cause. The book accordingly has almost no value to the student who merely collects facts; its worth is to him who would understand the ideals of the labor movement as set forth by one of its most clear-sighted leaders. Declamation and rhetoric in large measure there is indeed, but animated throughout by unwavering faith in the ultimate reasonableness of the workingman and the justice of his cause. The speech at the Debs reception in 1895 and the argument before the Anthracite Coal Strike Commission in 1903 are among the most interesting addresses in the volume.

MacClintock, S. *Aliens under the Federal Laws of the United States.* Pp. 108. Price, 40 cents. Chicago: Northwestern University Law Publishing Association, 1909.

An excellent legal study of the federal legislation touching alienage, citizenship, patents, trademarks, copyrights, public lands, real estate in the territories and the rights of resident aliens.

MacLean, Annie Marion. *Wage-Earning Women.* Pp. xv, 202. Price, \$1.25. New York: Macmillan Company, 1910.

The Young Women's Christian Association, in furtherance of its work, maintained for some time a group of investigators who were engaged in a study of women's work, and twenty-nine of whom secured the material for the present volume. Many interesting facts are presented, some valuable statistics are given and several striking word pictures of women at work are presented. Like most compilations, the present work is not correlated nor is there any uniformity in the conclusions reached. Such of the work as is devoted to conclusions and remedies reminds the reader of a plaintive wail such as the settler caught in the grip of a forest fire might raise to a half mythical god. The philosophy of the book, where philosophy exists, is fatalistic and hopeless, because the remedies dealt with, which are wholly superficial, entirely miss the main point in the problem of women at work, namely, that it is the high speed and long hours of modern working women which create and maintain the conditions against which the Young Women's Christian Association makes this most ineffective protest.

Macphail, Andrew. *Essays in Fallacy.* Pp. vi, 359. Price, \$1.80. New York: Longmans, Green & Co., 1910.

Mr. Macphail has here endeavored to explain and criticize the fallacy of modern ideas concerning women, education, and theology. His plea is essentially against formalism, without the inspiration which gives it life. There are, however, curious discrepancies to be found in the three essays. The bitterest of sarcasm and scorn are heaped upon the modern American

woman. "Self reliance," he says, "is the most deadly gift which the females of this race can possess," and to this quality he ascribes the tremendous increase in the divorce rate. The women of Turkey, he claims, are in a far more enviable position. Yet he proceeds in his supplement to defend the psychology of the suffragette. Modern technical education calls forth his denunciation, while the mere existence of a theology is held to involve a fallacy destructive of the real religion underlying it. The author's style is good, his reasoning is either exceedingly involved or else incoherent, and the result of his efforts is a book unworthy of serious consideration.

Marriott, J. A. R. *Second Chambers; An Inductive Study in Political Science.* Pp. viii, 312. Price, \$1.75. New York: Oxford University Press, 1910.

Mr. Marriott publishes this fragment of a larger work in the hope that it may aid in the solving of the great political problem now before the English people. The authorities used are almost exclusively secondary and in the case of the United States at least, there is a decided reliance on classical rather than contemporary discussions. Needless to say the stately phrases of the Federalist are often hardly descriptive of the present day senate. The comparative discussion is, however, in general well done. Of course there is no field of politics where absolute accuracy is so hard to obtain as in discussions in comparative government. Thus it need not surprise us to learn that the two-thirds vote of the senate is necessary in appointments, nor that "elections to the state legislatures are made largely, if not primarily, with a view to the election of federal senators." The book is not exhaustive but gives a generally fair view of the chief second chambers of the world in a convenient compass.

McPherson, L. G. *Transportation in Europe.* Pp. iv, 285. Price, \$1.50. New York; Henry Holt & Co., 1910.

Miller, T. S. *The American Cotton System.* Pp. xi, 294. Price, \$1.50. Austin, Tex.: Austin Printing Company, 1909.

Mundy, F. W. *The Earning Power of Railroads, 1910.* Pp. 461. Price, \$2.00. New York: J. H. Oliphant & Co., 1910.

The 1910 edition of Mundy's *Earning Power of Railroads* is larger than its predecessors, but it follows the same plan of treatment. The changes in the form of the Interstate Commerce Commission's statistics of railroads, and the more detailed requirements of the commission as to railway accounts, have somewhat altered Mr. Mundy's little book, but, "as a whole, the integrity of the discussion on the analysis of railroad reports will remain virtually without change."

Münsterberg, Hugo. *American Problems.* Pp. 220. Price, \$1.60. New York: Moffatt, Yard & Co., 1910.

Professor Münsterberg has brought together in book form eleven essays previously published in magazines. The essays bear slight relation to each other and some of them have little connection with American problems. Each paper is written in Professor Münsterberg's characteristic style, which

is often more brilliant than convincing. The papers contained in the volume are *The Fear of Nerves*; *The Choice of a Vocation*; *The Standing of Scholarship*; *Prohibition and Temperance*; *The Intemperance of Women*; *My Friends, the Spiritualists*; *The Market and Psychology*; *Books and Bookstores*; and *The World Language*.

The two papers upon *Prohibition and Temperance* and the *Intemperance of Women* have provoked much controversial discussion and are doubtless the weakest of the eleven contained in the volume. The discussion of the *Choice of a Vocation* and *Books and Bookstores* is particularly suggestive, and the two essays upon those subjects are possibly the best.

Myers, G. *History of the Great American Fortunes*. Vol. III. Pp. 413.

Price, \$1.50. Chicago: Charles H. Kerr & Co., 1910.

In this volume the author concludes his study of the Gould fortune, and in addition presents material, much of which is now published for the first time, dealing with other great railroad fortunes, such as those of Blair, Hopkins, Stanford, Elkins, Sage, Huntington, Morgan and others. This volume, like the two which have preceded it, is strongly socialistic in its presentation of matters discussed, is bitter in tone, and lacks scholarly finish.

Paddock, W. *Fruit Growing in Arid Regions*. Pp. xx, 395. Price, \$1.50.

New York. Macmillan Company, 1910.

Pease, C. S. *Freight Transportation on Trolley Lines*. Pp. 62. Price, \$1.00.

New York: McGraw-Hill Book Company, 1909.

Seager, H. R. *Social Insurance: A Program of Social Reform*. Pp. v, 175.

Price, \$1.00. New York: Macmillan Company, 1910.

The Statesman's Year-Book. Pp. civ, 1404. Price, \$3.00. New York: Macmillan Company, 1910.

The *Statesman's Year-Book* becomes increasingly indispensable year by year. The edition for 1910 contains numerous changes and additions. As stated in the preface, "Various events during the past twelve months have involved important changes, not the least of them being the lamented death of His Majesty, King Edward VII, and the accession of King George V." In this volume occurs for the first time an account of the union of South Africa; this volume also contains the map of the new federal district and capital of the Commonwealth of Australia; special attention is also given to the Belgian Congo, the account being accompanied by a map showing the development of the Congo. It is but a comparatively few years since the *Statesman's Year-Book* began giving very much space to the United States. Now, however, Part II of the book, including pages 351 to 562, is devoted to an account of the United States and of each of the states and outlying territories. This makes the volume almost as useful to Americans as to Britons.

Tenement House Administration. Pp. 175. Price, 50 cents. New York:

Bureau of Municipal Research, 1909.

In 1908 a study of the violations of the New York tenement law was undertaken to determine to what extent the law was unenforced and to what extent no action was taken by the law department in those cases brought to

its attention. This report details the steps taken to locate and to solve the problems of enforcing the provisions of the statute.

Watkins, E. *Shippers and Carriers of Interstate Freight*. Pp. 578. Chicago: T. H. Flood & Co., 1909.

The laws of the United States and the States to 1909 upon transportation are very well annotated and summarized by Mr. Watkins. His treatment is systematic and concise, and the volume is one that busy lawyers will find useful. It is a difficult task to deal with the laws of interstate freight in a single volume, and the author is to be congratulated upon his success. The many changes in the law of railway regulation, made by the Mann-Elkins Act of 1910, necessitate a prompt revision of Mr. Watkins' treatise. When the volume is amended and enlarged to cover the legislation of 1910, it will doubtless be a standard text for some years to come.

Weeden, William B. *Early Rhode Island*. Pp. x, 381. Price, \$2.50. New York: Grafton Press, 1910.

The story of the early settlement of Rhode Island resolves itself naturally into an account of the settlement of its constituent parts. These were (1) Providence, not the city, but the colony or town of Providence, including what is now the city and most of the county of Providence, settled by Roger Williams and his associates in 1636. (2) Rhode Island proper, *i. e.*, the island of Newport or Aquidneck, settled in 1637 and 1638. (3) The Narragansett country, now Washington county, familiarly known as South county, the home of the Narragansett Indians on the west side of Narragansett Bay and extending to the Connecticut settlement. (4) The eastern strip, including Little Compton, Bristol, part of Pawtucket and the Attleboro Gore, so called, all formerly a part of Plymouth Colony. Mr. Weeden treats instructively and entertainingly of the first three settlements. He has gone to the early town records and the recorded inventories and the settlements in the probate courts of the estates of the early settlers, paying particular attention to the books of these settlers as set forth in these inventories, extracting from the whole accurate information of the first historical value.

It is to be regretted that this valuable study of the social condition of early Rhode Island should be marred by signs of hurried compilation. There are occasional repetitions, lapses in style and incomplete sentences that suggest rather the scholars' note book than the historian's finished production. The proof reading is also deficient.

Weigall, A. E. P. *A Guide to the Antiquities of Upper Egypt*. Pp. xxiii, 594. Price, \$2.50. New York: Macmillan Company, 1910.

Wilbur, Mary A. *Every-Day Business for Women*. Pp. xiii, 276. Price, \$1.25. Boston: Houghton, Mifflin Company, 1910.

Williams, N. B. *The American Post Office*. Pp. 49. Washington: Government Printing Office, 1910.

This document contains a scholarly discussion of the history and development of the American post-office. The author closes with a plea for "the restoration of the constitutional American post-office to the lines of its

founders and as conducted during the early history of this country—a beneficent monopoly, honestly conducted to the comfort and profit of the whole people.” This he maintains requires a cessation of surrendering “any of the rights, powers, or obligations of the post-office to the express or to any other trust. . . . The post-office belongs to the people; they may do with what they will.”

Williams, S. C. *The Economics of Railway Transport.* Pp. x, 308. Price, \$1.25. New York: Macmillan Company, 1909.

Mr. Williams has attempted in a small book to explain the main problems connected with railway operation and to discuss the principles underlying rate making. The subject was too large for a single book and the treatment, particularly of the problems of construction and operation, is so superficial as to be practically valueless. Moreover, the author has often mistaken words for ideas and has wasted space. The following paragraph which opens the chapter upon the analysis of operation will indicate the character of the treatment:

“The gauge of a line and the dimensions of the carriages and wagons give what may be called the physical capacity of the line as determined by the operations of construction and equipment. But the dimensions are of no interest or significance in themselves but only when the wagons fulfil their destiny by being moved from one place to another. The wagon-load is therefore a most important unit. And since wagons must be hauled by locomotives in trains, the number of wagons in a train is also of great importance, for this number, multiplied by the average capacity, gives the capacity of the train. Railway rolling stock, however, is not exhausted by one journey, but is used for many journeys in either direction. The nature of the return journey is therefore a matter of interest. And the rapidity of the journeys in both directions, or the number made in a given time, which when also used as another multiplier gives the real working capacity of the line, is a further matter of primary importance.”

The analysis of the theory of rate making is clear and correct, but it adds little to what has previously been stated. It is an attempt to apply Professor Marshall's economic theories to a discussion of the basis of railway rates. Strange to say, the author holds to the old idea that competitive forces are economic while those of monopoly are something else.

Wright, C. W. *Wool Growing and the Tariff.* Pp. xiii, 362. Price, \$2.00. Boston: Houghton, Mifflin Company, 1910.